

**Borders – Corridors - Sea Ports  
SHOULD TRANSPORTATION  
DEVELOPMENT PRIORITIES SHIFT?**

A Presentation for the U.S.  
Department of Transportation

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by

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# Borders – Corridors - Sea Ports

- U.S. Trade Highway Corridors
- U.S. Mexico Trade
- Shifting Trade Patterns
- China the New Trade Power
- Seaport Impact
- Policy Considerations

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# Estimated Trucks Carrying U.S. - Canada Trade on U.S. Highway Corridors

## Annual Number of Trucks by Highway Segment



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# Estimated Trucks Carrying NAFTA Trade on U.S. Highway Corridors

## Annual Number of Trucks by Highway Segment



# Estimated Trucks Carrying U.S. Mexico Trade on U.S. Highway Corridors

## Annual Number of Trucks by Highway Segment

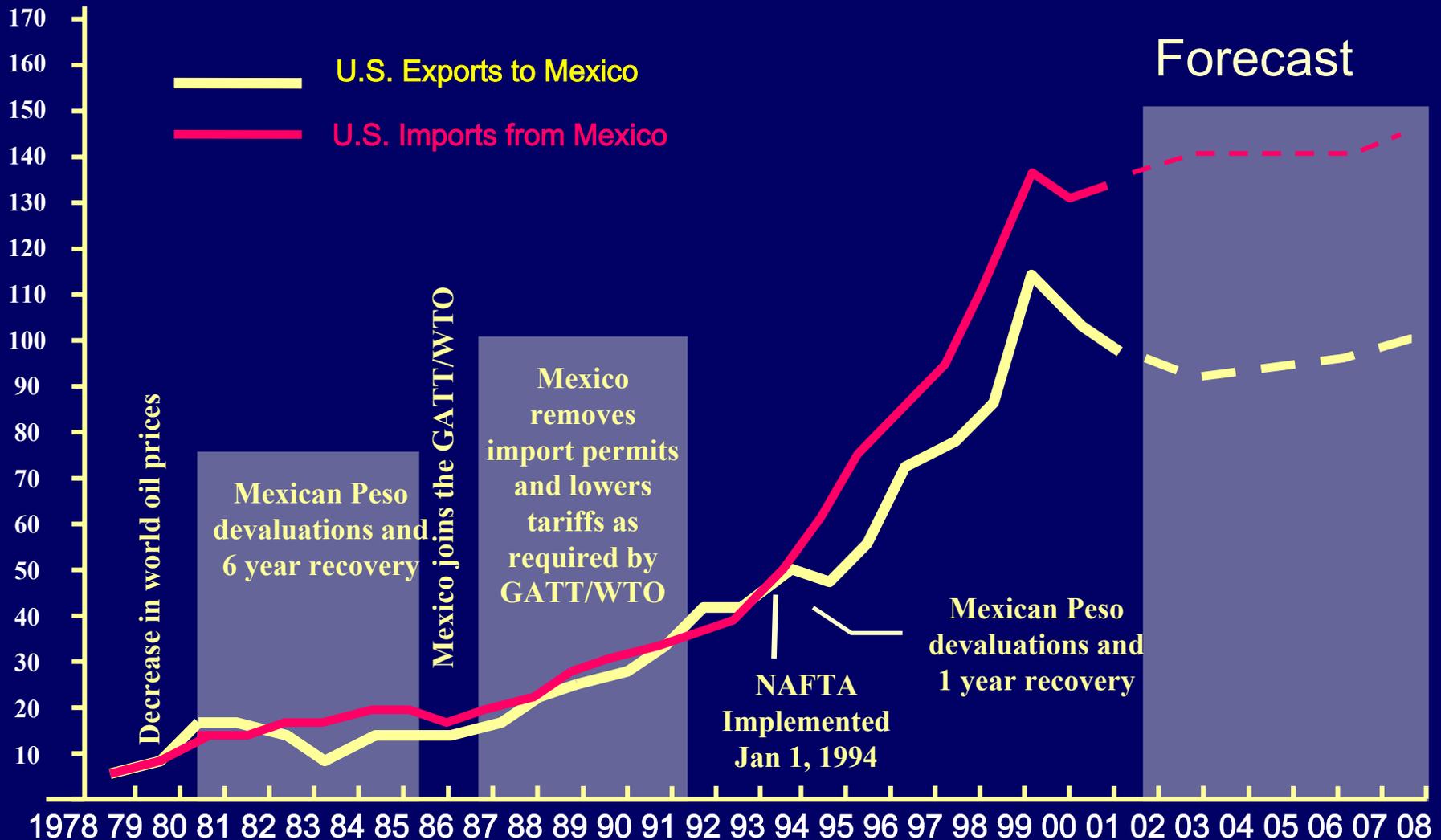


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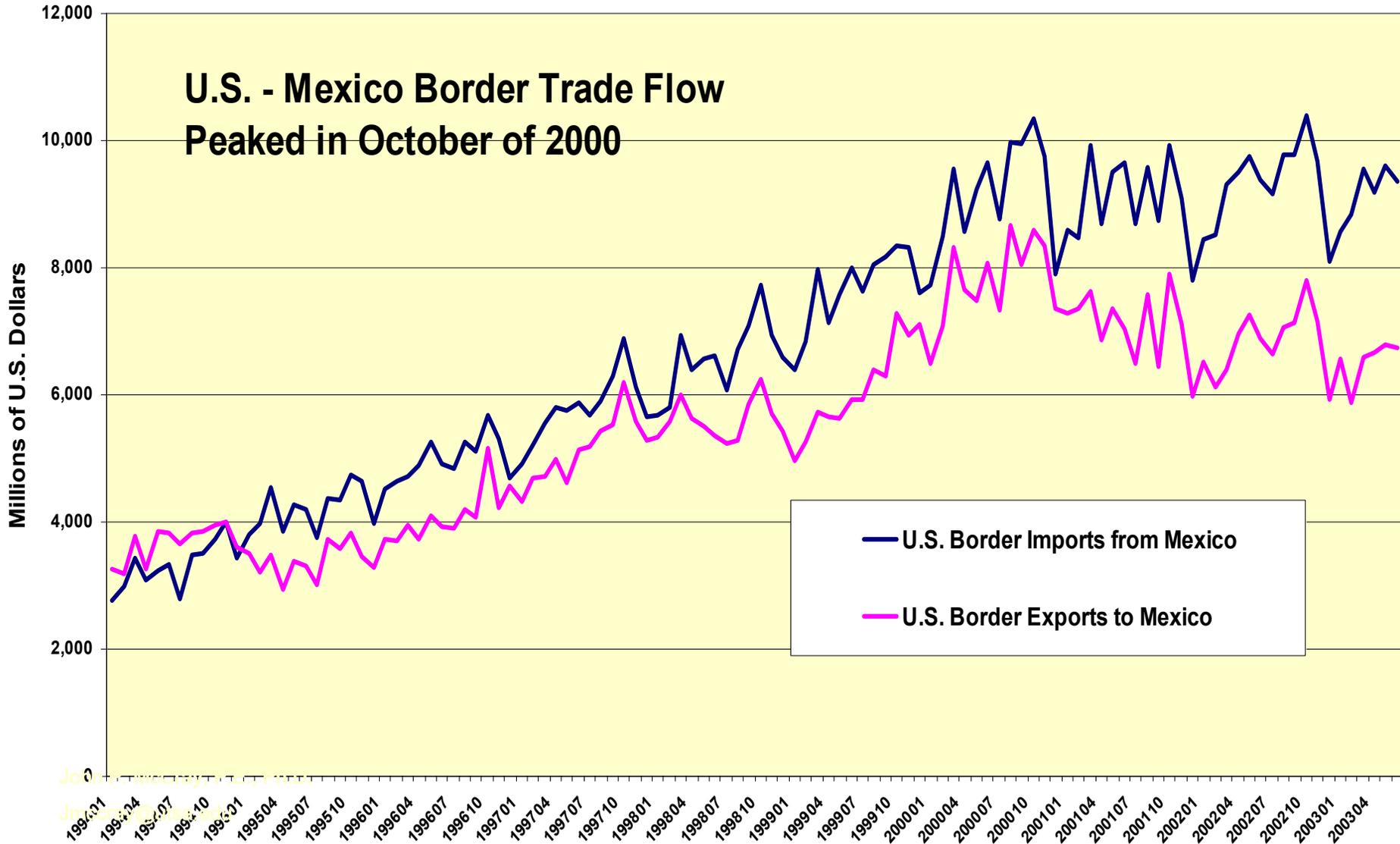
# U.S. – MEXICO ANNUAL TRADE

(Billions of U.S. Dollars)

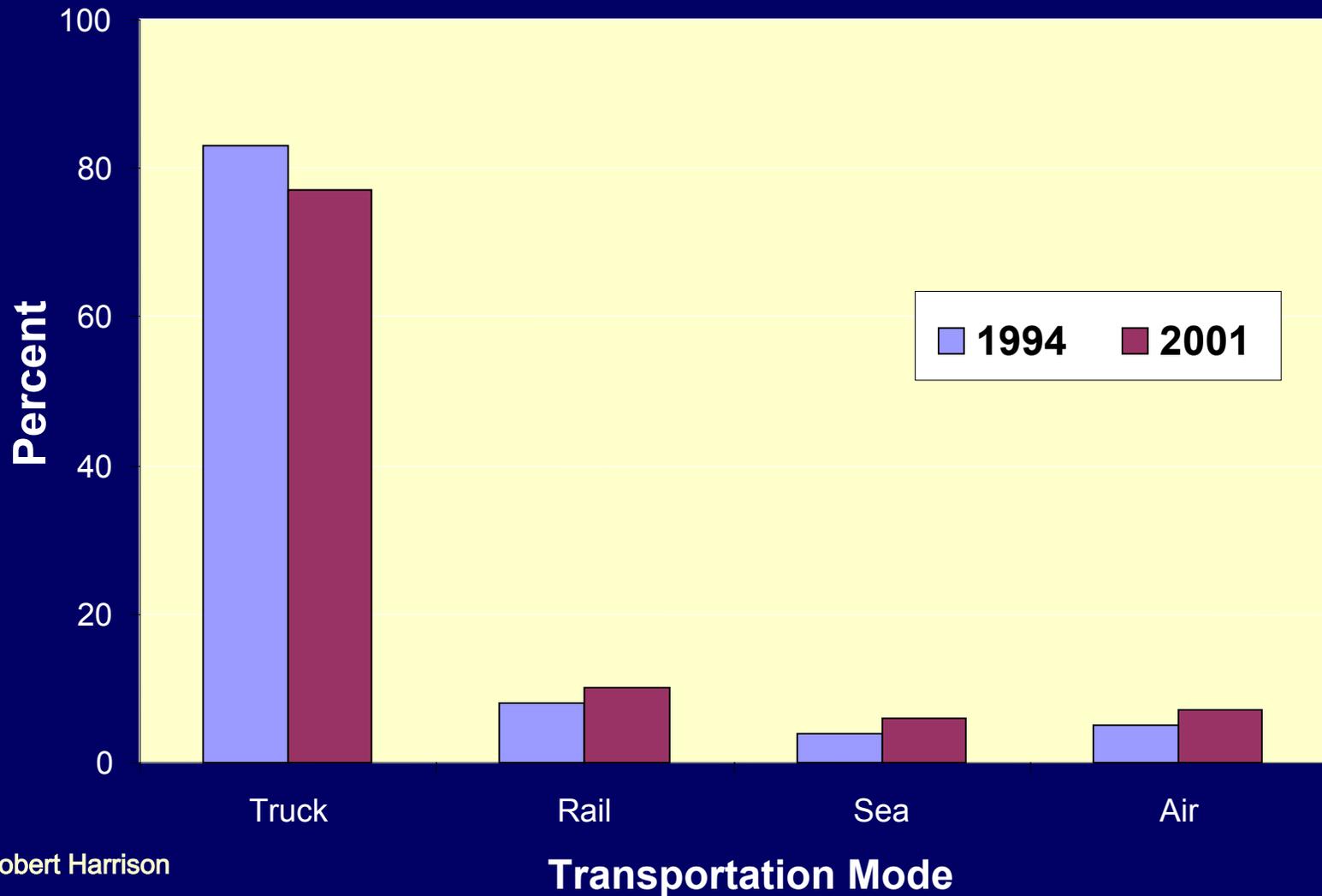


# U.S. - Mexico Monthly Border Trade Flow

**U.S. - Mexico Border Trade Flow  
Peaked in October of 2000**



# Estimated Dollar Value of US-Mexico Modal Share



Robert Harrison

Center for Transportation Research

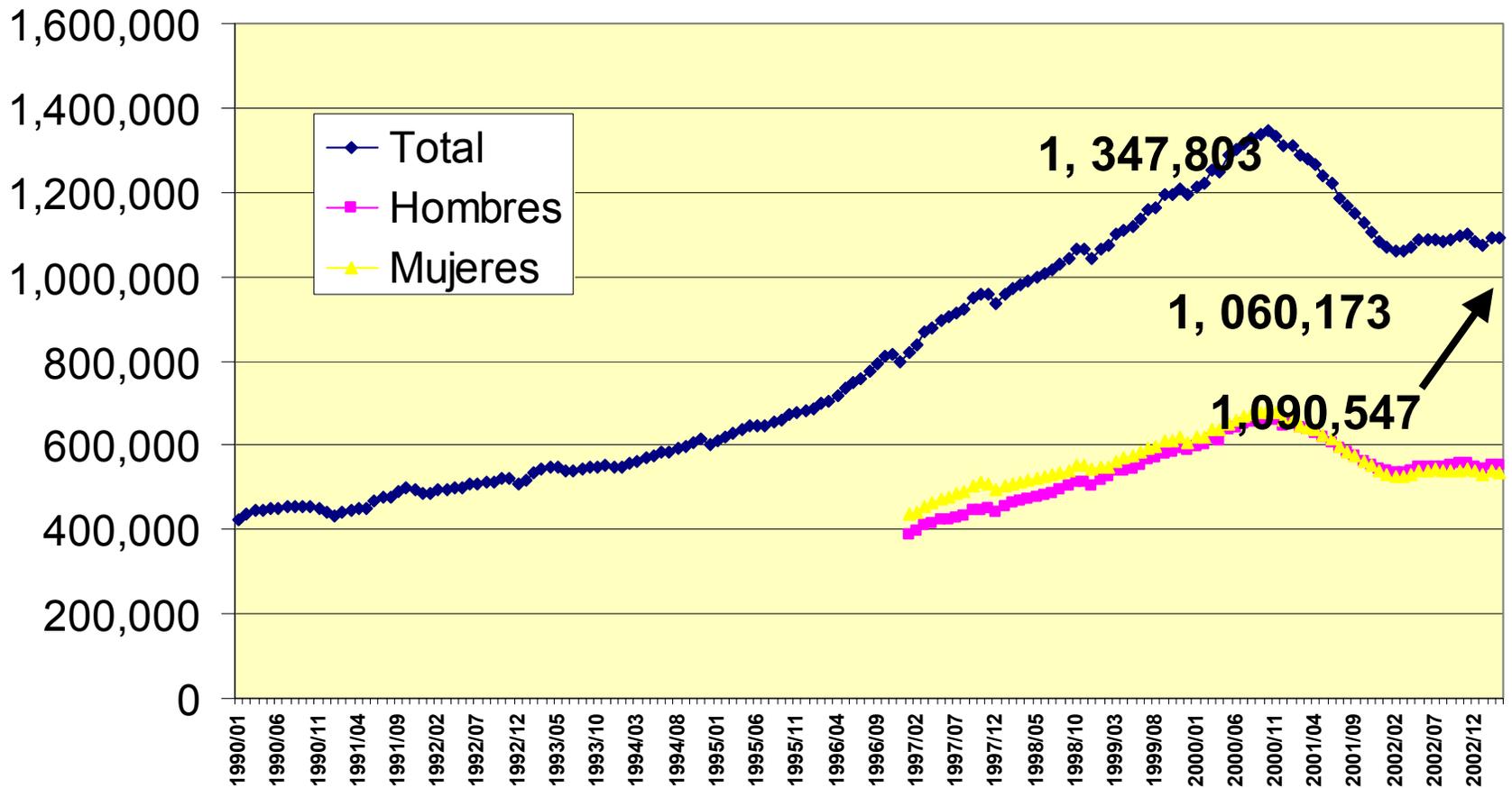
University of Texas at Austin

# Maquiladora Factories in Mexico Account for 1/3 to 2/3 of U.S - Mexico Trade at Border Ports



# The Maquiladora Downturn and Stabilization

## Total, Male, and Female Maquiladora Workers

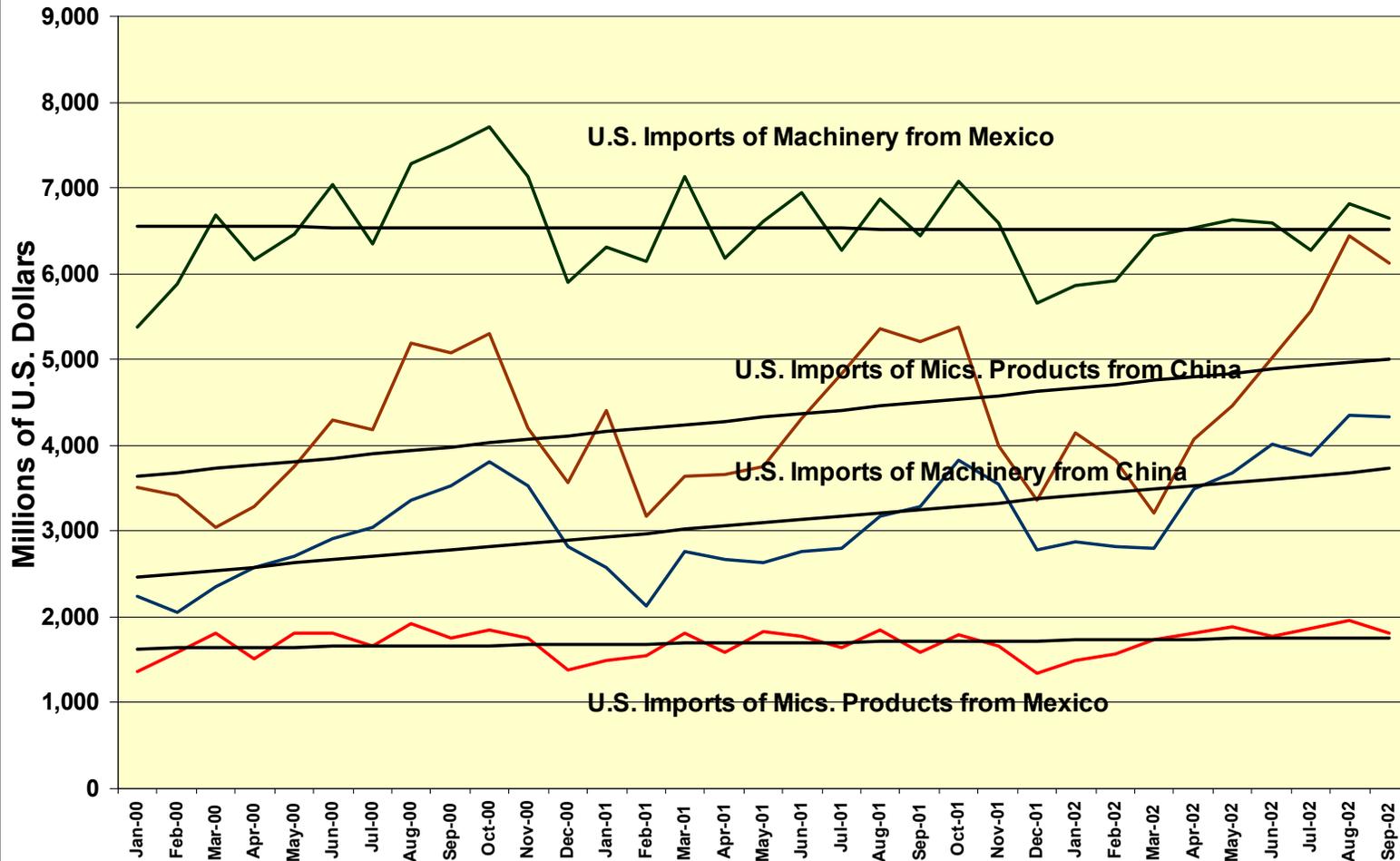


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# Growing Chinese Competition

**2000 - 2002 Monthly U.S. Imports of Machinery and Miscellaneous Manufactured Products from China are Growing While Mexico Remains Flat**

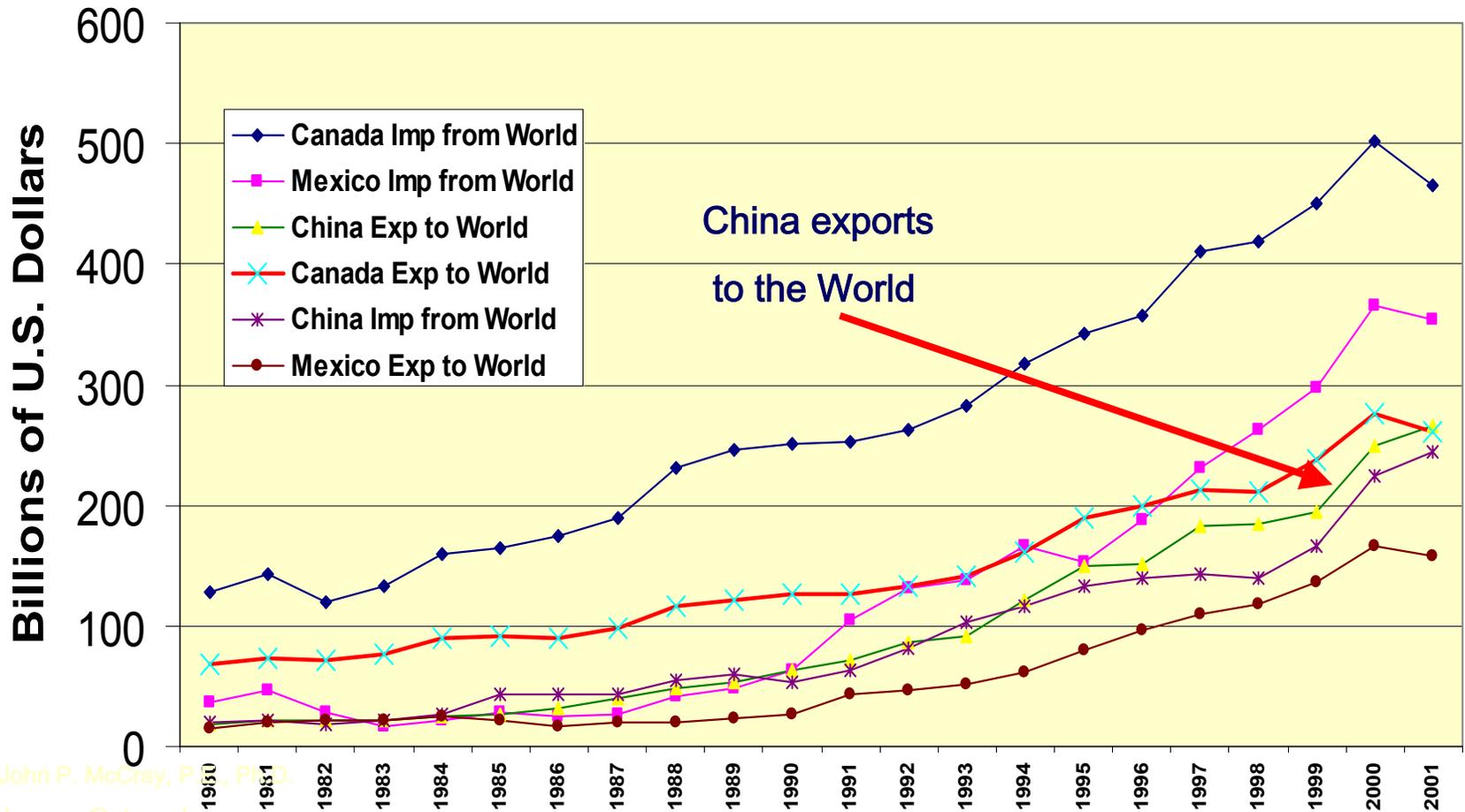


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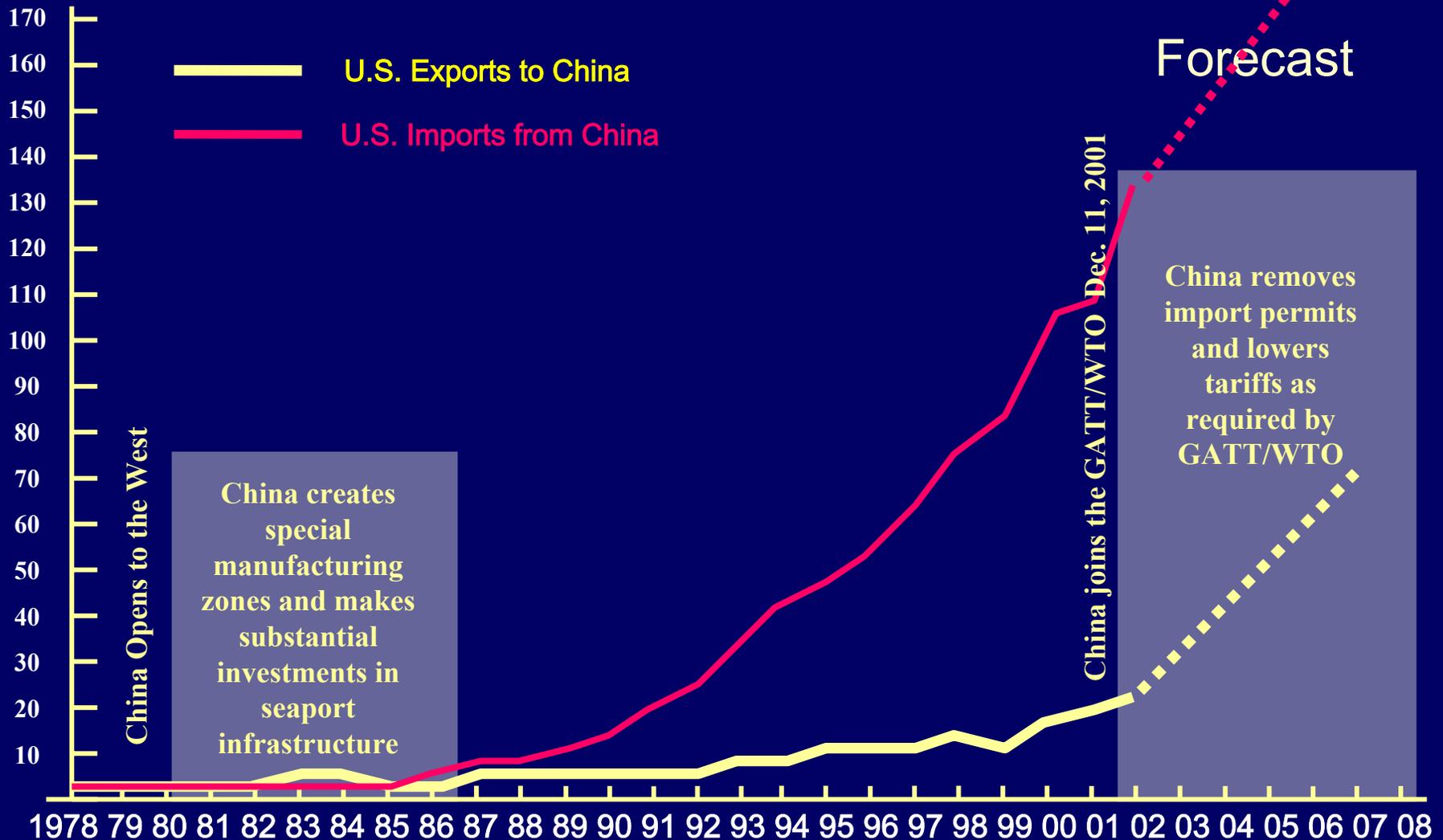
# China The Export Power

## China Now Exports More to the World than Canada or Mexico



# U.S. – CHINA ANNUAL TRADE

(Billions of U.S. Dollars)



# Borders – Corridors - Sea Ports

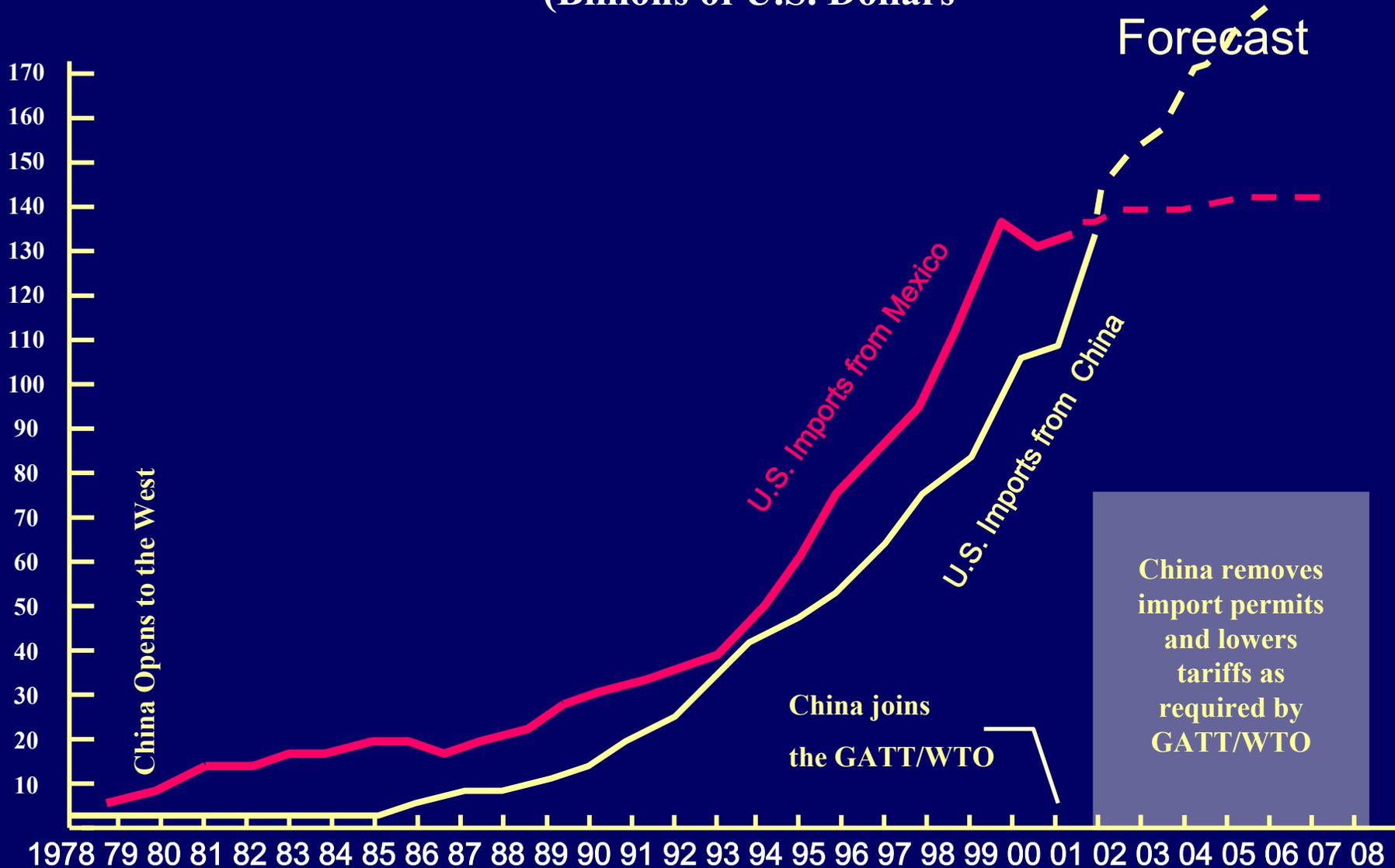
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# 2001 Major U.S. Ports Processing 1 Percent or More China Trade (Billions)

U.S. Seaport	Value	Percent
LA\Long Beach, CA	\$64	66.87%
Seattle, WA	\$6	6.42%
New York, NY	\$5	5.37%
Tacoma, WA	\$5	4.68%
Oakland, CA	\$4	4.67%
Savannah, GA	\$3	3.33%
Norfolk, VA	\$2	1.87%
Charleston, SC	\$1	1.41%

# U.S. – IMPORTS FROM CHINA AND MEXICO

(Billions of U.S. Dollars)



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# CONSIDERATIONS

- Well established trade highway corridors carry NAFTA trade and link the northern and southern U.S. borders
- U.S. – Mexico trade although large with \$98 billion of U.S. exports and \$135 billion of U.S. imports has not grown since October of 2000
- U.S. – China trade with \$22 billion of U.S. exports and \$125 billion of U.S. imports is now growing more rapidly than U.S. – Mexico trade, especially in imports.
- Most U.S. – China trade arrives at three dominant U.S. ports LA/Long Beach \$64 billion, Seattle \$6.2 billion, and New York \$2.5 billion.
- While transportation planning to accommodate trade has been concentrated on NAFTA trade, U.S. – China trade is growing dramatically and will likely create greater transportation planning emphasis on the dominant seaports that process this trade.